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DEC 5 2011

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December 5, 2011

FILE NO. 27290-000013

HAND DELIVERED

Cynthia Brown
Chief, Section of Administration
Surface Transportation Board
Office of Proceedings
395 E Street SW
Washington, DC 20423

DEC 5 2011
RECEIVED
STB

In re National Rail Passenger Corporation
STB Finance Docket No. 35571

Dear Ms. Brown:

My firm represents National Rail Passenger Corporation (Amtrak) in connection with the above-referenced matter. Enclosed for filing is Amtrak's Second Supplemental Filing in Support of Petition for Determination of PRIIA Section 209 Cost Methodology. The filing includes an original and 10 copies of all documents.

Please stamp one copy of this letter to indicate that all documents have been received and filed, and please return the stamped copy with our messenger for our files. Thank you for your assistance in this matter.

If you have any questions or concerns, please feel free to contact me.

Sincerely,

Neil K. Gilman

BEFORE THE
SURFACE TRANSPORTATION BOARD

DEC 5 2011

In re National Railroad Passenger Corp.

231414
STB Finance Docket No. 35571

AMTRAK'S SECOND SUPPLEMENTAL FILING IN SUPPORT OF
PETITION FOR DETERMINATION
OF PRIA SECTION 209 COST METHODOLOGY

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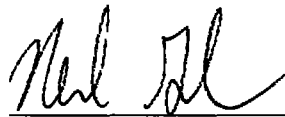
Thomas R. Waskom
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951 East Byrd Street
Richmond, VA 23219

Counsel for National Railroad
Passenger Corporation (Amtrak)

On November 21, 2011, National Railroad Passenger Corporation ("Amtrak") filed its petition for miscellaneous relief pursuant to 49 C.F.R. § 1117.1. In its petition, Amtrak explained, among other things, that 15 of 19 Covered States had voluntarily adopted the Agreed Methodology and that transportation officials in three additional states had recommended adoption of the Agreed Methodology. On November 23, 2011, Amtrak filed a supplemental filing noting that one of those three states, Massachusetts, formally adopted the Agreed Methodology. Amtrak now files its second supplemental filing to inform the Surface Transportation Board that on November 30, 2011, another state, Pennsylvania, formally adopted the Agreed Methodology. This brings to 17 the number of Covered States that have adopted the Agreed Methodology. A true and correct copy of the signed letter received from Pennsylvania is attached to this Supplemental Filing as Exhibit A.

December 5, 2011

Respectfully Submitted,



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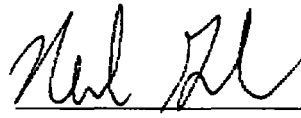
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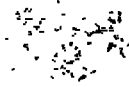
CERTIFICATE OF SERVICE

Because there are no other "parties" to this proceeding, service is not required pursuant to 49 C.F.R. § 1104.12. Nonetheless, because the 19 Covered States have an interest in this matter, I hereby certify that I have this day caused to be sent by express mail, next day delivery, courtesy copies of Amtrak's Second Supplemental Filing in Support of Petition for Determination of PRIIA Section 209 Cost Allocation Methodology to the Governors of the 19 Covered States.



Neil K. Gilman

EXHIBIT A



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUREAU OF PUBLIC SAFETY

TO: Mr. Thomas C. Carper, Chairman
FROM: Mr. Tohy L. Fauver, AICP

November 30, 2011

Mr. Thomas C. Carper, Chairman
Amtrak Board of Directors
60 Massachusetts Avenue, NE
Washington, DC 20002

Dear Mr. Carper:

This letter serves to officially notify Amtrak that Pennsylvania accepts the proposed cost sharing methodology and accompanying policy developed by Amtrak and the Section 209 State Working Group (SWG) as required under Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA, Public Law 110-432, Division B). Our acceptance is in recognition of Amtrak's commitment to continue our partnership to deliver passenger rail service in accordance with the letter received from Stephen Gardner, dated November 8, 2011.

Pennsylvania does not agree with the policy created by Section 209 to reduce the federal funding role in passenger rail services, but accepts this policy absent any alternative afforded to the Commonwealth under federal law. By accepting this policy, the Commonwealth is not committing to increase our funding commitment at this time. This letter also serves to notify Amtrak that our expectations of Amtrak as a contract operator of service will be much higher than they have been in the past. Pennsylvania expects that Amtrak will provide high quality customer service and remain committed to investing in the services that we fund. We anticipate that our future operating contracts with Amtrak will include customer service standards that we will expect Amtrak to meet.

If you have any questions please feel free to contact me at (717) 787-8197.

Sincerely,

Tohy L. Fauver, AICP
Deputy Secretary for Local and Area

cc: Joseph Boardman
Stephen Gardner